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SECURITY INFORMATION

COUNTRY East Germany REPORTTOPIC Jueterbog Altes Lager AirfieldEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED PREPARED 7 October 1953 25X1REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE) 1 - one sketch on dittoREMARKS This is UNEVALUATED Information

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1. The following air activity was observed at Jueterbog Altes Lager airfield between 10 August and 4 September 1953:

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10 August. After 4 p.m., flights of about 15 minutes duration were made by MiG-15 and U-MiG-15s which were partially fitted with auxiliary fuel tanks. Between 5 p.m. and 7 p.m., a twin-engine aircraft, probably a Pe-2, towing a sleeve target flew over the Jueterbog target range, while the sleeve target was fired at by light AA guns.¹

11 August. Between 11 a.m. and noon, there was no air activity by swept-back jet fighters.

12 August. Between 6 a.m. and 8 a.m., light AA guns fired at a sleeve target towed by a twin-engine aircraft over the target range. In the afternoon, MiG-15s and U-MiG-15s flying in elements of two were repeatedly observed aloft. Between 6 p.m. and 7 p.m., tow-target aircraft were observed over the target range.

13 August. After 11 a.m., MiG-15 and U-MiG-15s flew individually and in groups of two, with each flight lasting 15 to 20 minutes. After 6 p.m., 12 MiG-15s practiced flying in formations at a very high altitude for about 90 minutes. Twin-engine aircraft with towed sleeve targets were repeatedly observed aloft.

14 August. Flights with towed sleeve targets were made over the target range between 6 a.m. and 8 a.m. and between 6 p.m. and 8 p.m. Swept-back jet fighters were continuously observed aloft from 9 a.m. until nightfall.

15 August. Between 8 a.m. and 9 a.m., an aircraft towing a sleeve target was observed over the target range. No air activity by swept-back jet fighters was observed.

16 August. Flights were made by twin-engine aircraft with towed sleeve targets but no air activity was conducted by MiG-15 or U-MiG-15s.

17 August. Between 9 a.m. and 2 p.m., swept-back jet fighters in groups of twos were repeatedly observed aloft. After 4 p.m., Il-10s landed at the field.

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18 August. After 8 a.m., MiG-15 and U-MiG-15s practiced flying in flights of three for about 15 minutes duration. After 10 a.m., individual flights were made by MiG-15s with auxiliary fuel tanks, which remained aloft for about 60 minutes. Between 10 p.m. and 11 p.m., a twin-engine aircraft towing a sleeve target was observed over the target range. The sleeve target was illuminated by three searchlights and fired at by AA guns.

19 August. During the morning, flights were made by aircraft towing sleeve targets, which were fired at by machine guns.

20 August. After 4 p.m., a flight of three MiG-15 and U-MiG-15s was observed aloft at a high altitude. Up to about 6 p.m., there was air activity by aircraft flying individually and in flights.

21 August. After 8 a.m., individual and formation flights were made by swept-back jet fighters. The aircraft involved in air activity included a MiG-15 which had a red stripe on the upper sides of the wings between the two airflow fences and which further had a red rectangle on the upper side of the fuselage forward of the rudder assembly.² Between 7 p.m. and 9 p.m., individual flights were made by swept-back jet fighters.

22 August. Between 8 a.m. and noon, individual and formation flights were conducted by swept-back jet fighters. A total of 25 MiG-15 and U-MiG-15s including the 4 alert MiGs and 4 aircraft, probably Pe-2s were counted at the field.

25 August. Five Il-10s landed at the field. At 2 p.m., two MiG-15s were observed aloft. After 8 p.m., there was night flying by swept-back jet fighters of which several were continuously observed aloft.

26 August. Between 6 a.m. and 8 a.m., a twin-engine aircraft towing a sleeve target was observed over the target range. The sleeve target was fired at. At 7 p.m., two MiG-15 and U-MiG-15s took off for a 20-minute flight. After 8 p.m., target-tow aircraft were again observed over the target range while searchlights were in operation.

27 August. Between 6 a.m. and 8 a.m., target-tow aircraft were aloft. There was no air activity by swept-back jet fighters. The officers of the jet fighter unit, carrying map cases, were observed going to their classes while the EM were engaged in callisthenics or were on town leave.

28 August. There was no air activity. Some of the personnel received instructions and others were on town leave.

29 August. After 11 a.m., four ground attack aircraft landed at the field.

31 August. No air activity was conducted by jet aircraft. Between 2 p.m. and 4 p.m., an aircraft, probably a Pe-2, towing a sleeve target was observed over the target range. The sleeve target was fired at by AA machine guns from the target range.

1 September. After 5 p.m., eight MiG-15s with auxiliary fuel tanks took off at short intervals. The aircraft practiced formation flying for about 15 minutes, then landed at the field, and after 5 to 10 minutes, again took off for a similar flight. Subsequently a third flight was made.

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2 September. Between 9:30 a.m. and 2 p.m., individual and formation flights were made by swept-back jet fighters. In the afternoon and at nightfall, twin-engine aircraft towed sleeve targets over the field.

3 September. Between 1 p.m. and 2 p.m., swept-back jet fighters flew individually and in formations.

4 September. After 11 a.m., MiG-15 and U-MiG-15s made local individual flights of about 8 minutes duration. There was windy and cloudy weather. Air activity was discontinued at 12:30 p.m. Toward the evening, two twin-engine aircraft towing sleeve targets were observed over the target range. At about 4 p.m., 16 MiG-15 and U-MiG-15s including the alert flight, 4 twin-engine aircraft, probably Pe-2s, and 2 Il-10s with [redacted] blue trailing edges on the rudder assemblies were counted at the field.³

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2. Soviet officer Pushkov (fnu) (phonetic spelling) was responsible for the engine houses at the airfield and for the erection of the dummies at the target range. The officer used sedan [redacted].⁴

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3. On 26 August, repair work was being done on the air frames and engines of five Il-10s parked in front of hangar No 7. Rivets were being fastened with pneumatic riveting hammers.³

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5. On 26 August, there was intensive night flying by jet aircraft. On 4 September, jet fighters were observed at the field.

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6. The following air activity and aircraft were observed at the field between 22 August and 5 September:

22 August. Swept-back jet fighters, several twin-engine aircraft, single-engine aircraft, and 2 biplanes were observed at the field. There was air activity during the course of the day. At about 8 p.m., a twin-engine aircraft, probably a Tu-2, towing a sleeve target was observed over the target range north of the airfield. The sleeve target was illuminated by several searchlights and was fired at by AA guns.

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2 September. Between 9:30 a.m. and 2 p.m., individual and formation flights were made by swept-back jet fighters. In the afternoon and at nightfall, twin-engine aircraft towed sleeve targets over the field.

3 September. Between 1 p.m. and 2 p.m., swept-back jet fighters flew individually and in formations.

4 September. After 11 a.m., MiG-15 and U-MiG-15s made local individual flights of about 8 minutes duration. There was windy and cloudy weather. Air activity was discontinued at 12:30 p.m. Toward the evening, two twin-engine aircraft towing sleeve targets were observed over the target range. At about 4 p.m., 16 MiG-15 and U-MiG-15s including the alert flight, 4 twin-engine aircraft, probably Pe-2s, and 2 Il-10s with the white [] and blue trailing edges on the rudder assemblies were counted at the field.³

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2. Soviet officer Pushkov (fnu) (phonetic spelling) was responsible for the engine houses at the airfield and for the erection of the dummies at the target range. The officer used sedan []

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4. The following motor vehicles were observed entering and leaving the field:

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Radio Truck

[] at present under repair at Damm airfield.

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5. On 26 August, there was intensive night flying by jet aircraft. On 4 September, only jet fighters were observed at the field.

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6. The following air activity and aircraft were observed at the field between 22 August and 5 September:

22 August. Swept-back jet fighters, several twin-engine aircraft, single-engine aircraft, and 2 biplanes were observed at the field. There was air activity during the course of the day. At about 8 p.m., a twin-engine aircraft, probably a Tu-2, towing a sleeve target was observed over the target range north of the airfield. The sleeve target was illuminated by several searchlights and was fired at by AA guns.

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28 August. The red [] were identified on four swept-back jet fighters. A twin-engine aircraft, 3 Il-10s and 1 high-wing monoplane were also parked at the field. No air activity was observed at about 11 a.m.

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4 September. Between 9 a.m. and 4 p.m., [] observed two MiG-15s.

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5 September. Between 3 p.m. and 8 p.m., there was no air activity. Six twin-engine aircraft and swept-back jet fighters, [] were observed at the field.⁵

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7. [] jet fighters were being towed by their tails into a small brick building in the northeastern corner of the field, not far from the railroad line. The rear side of the building had apertures and under these apertures were boards which were pointed laterally upward. The running of jet engines was repeatedly heard. [] jet engines were being tested there.

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8. Trucks [] were [] at the field. Vehicular traffic at the field included trucks [] with drivers wearing black-bordered blue epaulets and tank truck []

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1. Comment. Since about late May 1953, four to six twin-engine aircraft have been observed at Justerbog Altes Lager airfield. The aircraft are used as target-tow aircraft at the target range in the area of the Justerbog troop training grounds north of the airfield. AA units of the Soviet Army as well as AA units assigned to airfield practice firing at this target range. Transportation sources continuously report shipments of AA units to Justerbog. A tow-target unit of the Soviet Air Force was stationed at Schoenwalde airfield prior to mid-May 1953. At that time, it was inferred [] that this unit transferred to Welzow. However, the unit has never been definitely identified at Welzow airfield. It is possible therefore, that elements of this target-tow unit have transferred to Justerbog Altes Lager.

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2. Comment. For sketch of special marking, see Annex. MiG-15s with red stripes on their wings were observed for the first time in Cottbus in mid-May 1953. The aircraft observed at that time also had red rudder assemblies and some had a green stripe on the fuselage. The rectangular marking on the fuselage forward of the rudder assembly is reported for the first time. Possibly, this aircraft which was observed, was previously stationed in Cottbus.

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3. Field Comment. According to available information, two fighter regiments are now stationed at Justerbog Altes Lager airfield in addition to the target-tow aircraft. One fighter regiment arrived from Brandenburg-Briest in late May 1953 and the other regiment from Zerbst in early August 1953. The transfers of the two regiments are confirmed []

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[] The small number of MiG-15s reported is probably due to the fact that it was very difficult to observe the entire area of the field. The Il-10s observed probably belong to the ground attack regiment, which, in early August 1953, transferred from Reinsdorf to Finsterwalde. It has been repeatedly observed at Justerbog Altes Lager airfield that large-scale maintenance work is being done on aircraft of this regiment.


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4.  Comment. Captain Pushkov was previously reported in connection with the OATB of the reconnaissance regiment which was formerly stationed in Jueterbog. Pushkov is probably assigned to the administrative office at the airfield.

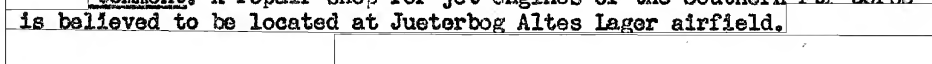
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6. Comment. A repair shop for jet engines of the Southern Ftr Corps is believed to be located at Jueterbog Altes Lager airfield.



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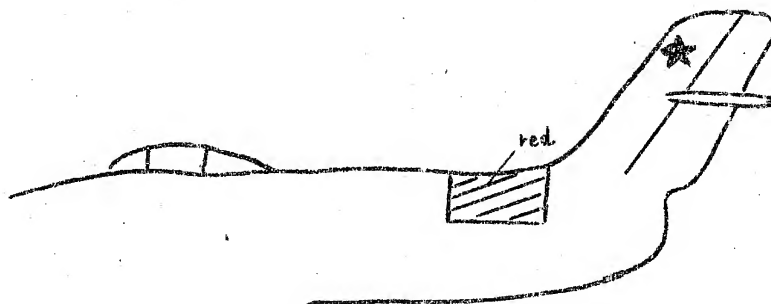
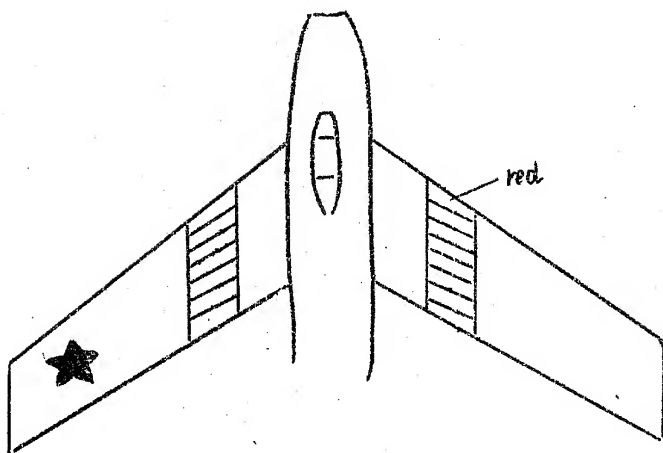
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Annex

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Special Markings Observed on a MiG-15 at
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